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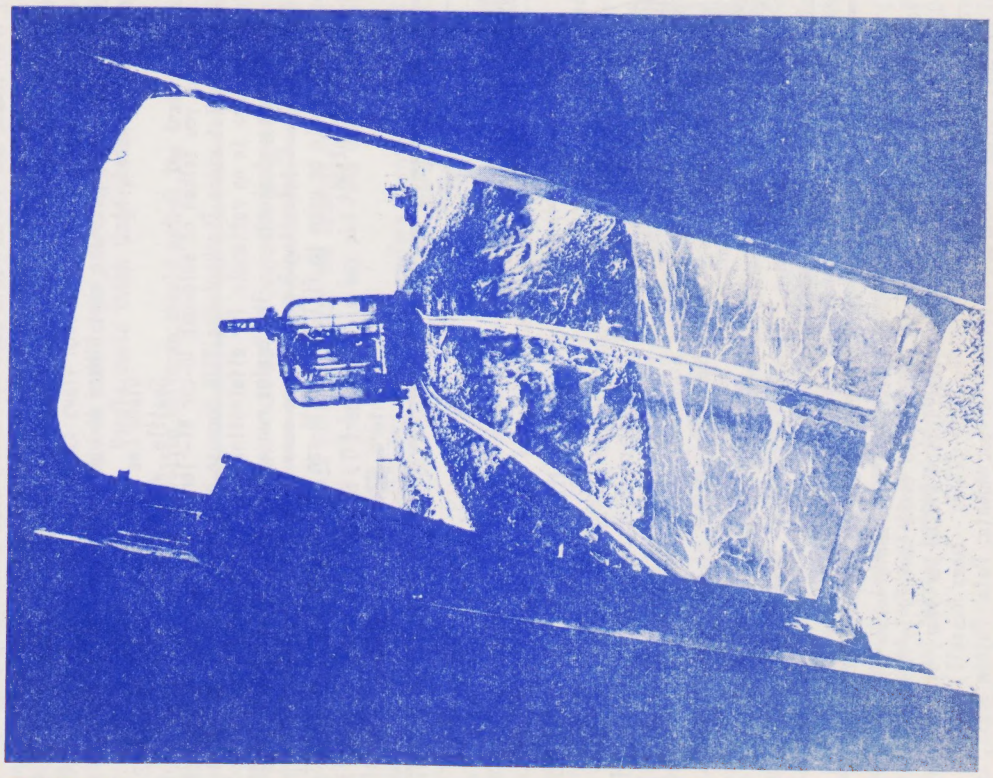
VOL. 9 NO. 10
SEPTEMBER 1979
ISSUE NO. 192

# RAIL TRAVEL NEWS



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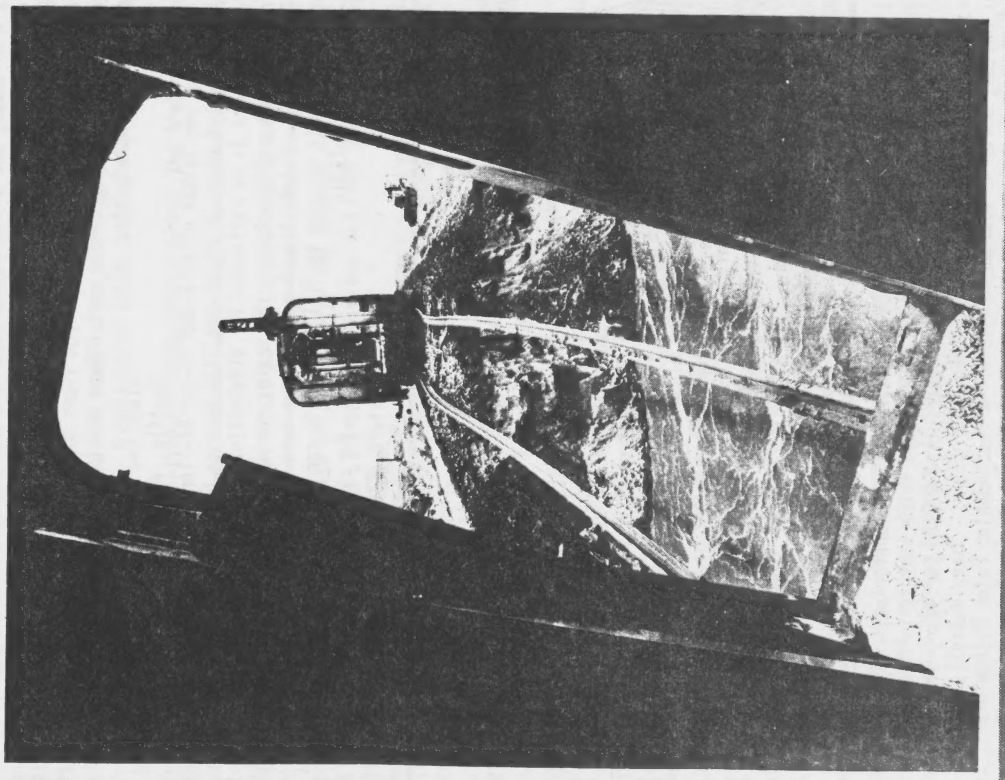

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## FIRST CLASS

# LETTERS

Your remarks in the last issue about trains on the "hit list" having design flaws which retard patronage growth are very well taken. Before any Amtrak train is discontinued, Congress should require a report on that train prepared by an independent consultant who must present truthful analysis under penalty of perjury.

A consulting report would detail good and bad points of routing, scheduling, equipment, track, station services and advertising, outlining how various changes in these matters could affect patronage. For example, Atlanta has one of the highest per capita airline patronages in the U.S. People there are moving. A Chicago-Atlanta train, combined with an Atlanta-Florida train, would be an instant success, and the FLORIDIAN would soon become a sold-out 18-car train daily. To abandon the FLORIDIAN now would be a victory only for Southern and L&N railway management.

It's no good to keep empty trains running. There is no social utility in an empty train. But all the trains on the hit list have a potential for heavy patronage. It's just not been tapped. Killing off the trains is the coward's way out unless the trains are the victims of a conspiracy-type plot. Perhaps other RTN readers could compile a list of design flaws of the trains on the hit list. It would make good reading to see what others thought of the way the endangered runs are scheduled, routed, etc.

Glenn Lee
Seattle, Washington

Last issue you talked of sold-out 18-car NY-Florida trains. There hasn't been an 18-car consist since Thanksgiving 1978 because of equipment shortages. You also state that there is no rationale for eliminating one Florida train, but there is during the equipment shortage. The trains run average consists of: STAR 15, METEOR 13, CHAMPION 11. Eliminating 3 non-revenue cars from one train, the remaining revenue cars could be used to fill out two 18-car trains, for a more efficient, less-deficit operation.

Robert T. Clark
Sanford, Florida

A 12", 33.3 rpm recording of a giant Yellowstone (2-8-8-4) on the B&O's Lake Branch. Deep-throated exhausts and whistle music by an artist! Listen and recall the thrilling days when steam ruled the high iron. $6.75 each, pp in USA

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Rail Travel News, Vol. 9, No. 10. September, 1979. Whole number 192.


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Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $12.00 per year; single copy 50¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Los Angeles; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston.


# LETTERS (continued)

It would be easy to criticize the Federal government for its plan to discontinue service on 7 Amtrak routes effective next month. I just rode two of the threatened routes and found them more crowded than ever before in my decade of train riding. In light of such traffic, the Dept. of Transportation plan to reduce Amtrak is a scheme conceived in absurdity, advanced in stupidity and espoused with rigidity. But, since millions of critical words have already been written, let's have fun instead. Until last week I was an Amtrak employee and have been asked many times, "Why can't we have more trains, and better trains, like they have in Europe?"

Dummies! WE'VE paid for THEIR passenger trains, beginning with the Marshall Plan after World War II up to current aid to the World Bank to build new railroads overseas. Therein lies the solution to passenger train problems in this country. Instead of cutting back Amtrak, we should disguise it to look like a foreign railroad so it would qualify for a decent share of U.S. aid. Here's the plan:

1. The markings on trains should be changed from "Amtrak" to "Kartma," which sounds like a foreign word. In reality, it is Amtrak spelled backwards. Few will notice that it's not a railway in India.

2. Amtrak's sleeping car rooms should be made larger, forcing pajama-wearing strangers to ride together overnight. People would think they're riding the German Federal Railways.

3. Stern-looking men in Russian police uniforms should patrol the trains, demanding, "Show me your papers!"

# ON THE COVER


See cover story on page 4.


4. Open-window, third-class service patterned after the Spanish Railways could be instituted. Coaches are available if Amtrak would buy old Penn Central steerage-class clunkers now sitting in Altoona, PA.

5. More people with passports must ride trains. Therefore, Amtrak must expand its service to include Winnipeg, Toronto and Quebec City in Canada, as well as to Mexico City.

6. Only people who don't speak English could be hired. French chefs could do all the cooking; Japanese would build high-speed tracks; the Swiss could work in the schedule planning department; and New Yorkers would be Redcaps.

7. Trains would run on time if an old Italian law were modified and passed by Congress. Simply put, whenever a train is more than 10 minutes late at a key check point, Federal marshalls would automatically arrest the general manager and appropriate division superintendent.

8. Finally, the U.S. should launch a military attack against its own railroad. Intensive Air Force bombing runs on Amtrak would justify reparation payments. By the way, old train stations in Memphis, Pittsburgh and Harrisburg would make fine targets.

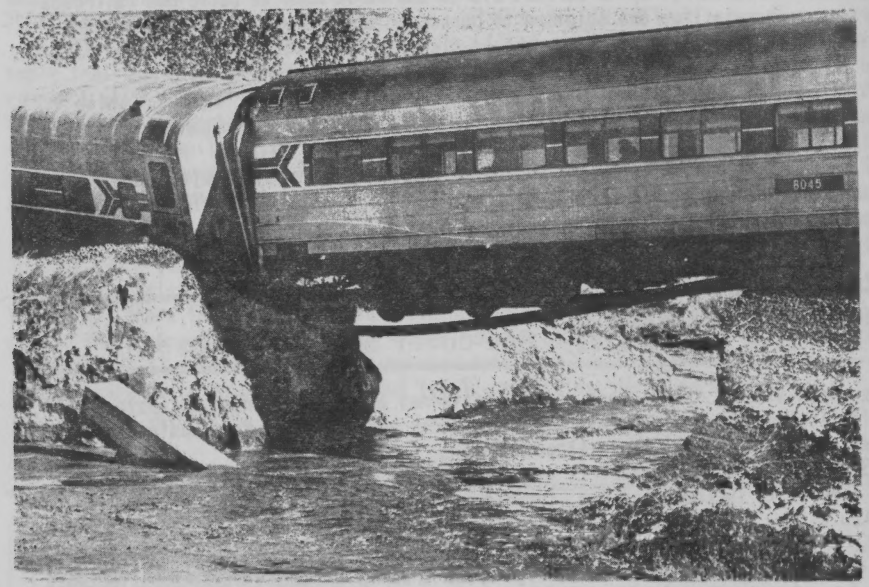
After these actions, Amtrak would be considered a bonafide foreign railroad worthy of lavish U.S. financial aid. Instead of buying only a handful of new passenger cars, Amtrak could order thousands. Unlike the current practice of building only one new station per year, dozens would be constructed. Amtrak would become the best in the world. Europeans would ask, "Why can't we have trains like that?"

One suspects that the Federal government would approve one part of this plan--Amtrak's being bombed into a state of uselessness by the Air Force. In a manner of speaking, that's what they've proposed to do all along.

Joseph Vranich
Arlington, Virginia

# THE COVER STORY

The photo on our cover was taken from the rear vestibule of lunch counter lounge 8353 after the derailment of the EMPIRE BUILDER near Kennewick WA on May 6. Diner 8045 is seen being hauled to the rear after being suspended over roaring flood waters on a pair of rails but no other support. The photo below shows the same dining car in the position at which it came to rest, behind lounge 8353. Two Amtrak engines and 8 cars passed over this washed-out track at 70mph before the derailing train came to a halt. As reported in RTN #188, the rear trucks of the second engine, and the following cars except for the two sleepers behind the diner all derailed, sending about three dozen people to the hospital for observation.




A broken irrigation canal caused the washout, starting at about 1:00am, and besides affecting the Burlington Northern tracks west of Kennewick, the flood put a deep break in a nearby highway. Since the rails remained intact, tho with no support below them, railroad signals showed a clear track. The county road was closed by Benton County sheriff's deputies who arrived at the canal break about 3:00am, and they observed that the rail line was damaged, but thru a series of snafus that remain unclear, the railroad did not receive notice of the danger until the train was almost at the scene. The westbound domeliner was running two hours late at the time of the wreck.

Damage to the train was set at about $500,000, and it is expected that court action will be required to decide who was at fault in the failure to protect the passenger train.

Besides the May 6 wreck, other recent derailments of the EMPIRE BUILDER were in Nov 1978, Mar 28, 1979, Apr 29, 1979, and July 17, 1979. The photos are reprinted courtesy of the Pasco WA Tri-City Herald.

## ROCK ISLAND CLOSED BY STRIKE

The Rock Island Railroad was hit by a strike the morning of Aug 28. The striking Railway Clerks were joined the following day by UTU members. Commuter trains in the Chicago area were affected, as were the railroad's freight operations.



# ADMINISTRATION PROPOSES $13 BILLION FOR MASS TRANSIT

A ten-year program to build up mass transit and conserve energy thru fuel technology assessment and automotive research was announced on Aug 22 by Vice President Walter Mondale, speaking in Hoboken NJ. The total amount of the administration's proposed Transportation Energy Initiative, to be financed from windfall oil company profits, is $16.5 billion, of which $13 billion goes for capital investment in mass transit infrastructure.

(One of the sources of friction between former DOT Secretary Brock Adams and President Carter was the White House's reduction of a similar $10 billion budget to $7 billion, but about a month later the fuel crisis had caused the amount to be raised to $13 billion.)

Besides the $13 billion for the Public Transportation Investment Program, there is $2.5 billion earmarked for an Auto-Use Management Program to promote carpooling, speed limit enforcement and fuel economy inspections, and building of bicycle and pedestrian facilities. There is $200 million for a Fuel Economy Assessment Program for improving internal combustion engines. And finally there is $800 million for Basic Automotive Research for "new engineering to improve fuel economy and produce socially acceptable automobiles for the 1990's and beyond."

The Public Transportation Investment Program provides, over the 10-year period, $5 billion for bus transportation--to support expansion and improvement of bus fleets and facilities, along with possible incentives to the intercity bus industry for service expansion. It provides $5.4 billion for rail modernization and extension--to expand and modernize existing mass transit rail systems and to finance route extensions. It includes $900,000,000 to accelerate completion of new rail systems already approved. And it provides $800 million to augment projects which are substituted for withdrawn Interstate highway segments. It also adds $900 million to current budget plans for years 1980 thru 1983.

With the addition of the proposed $13 billion mass transit budget from the Energy Security Fund, the 10-year capital budget of UMTA would total $50 billion.

The aim of the mass transit funding is to increase, over the next decade, public transportation capacity by up to 50%, accommodating up to 15 million more passengers daily. The Initiative would add about 3000 buses per year to the nation's fleets, thereby increasing capacity to about 10 million passengers per day by 1990. It would add an average of 200 new rail cars per year above current plans, to increase rail transit capacity in 1990 by up to 4 million passengers per day. The program of accelerating new rail system completions would add capacity for 500,000 passengers per day one year earlier than scheduled. And the money added to the fund for withdrawn Interstate highway segments would add 900,000 passengers daily, the DOT estimated.

Said the DOT in explaining the Initiative, "There is already a deficiency in transit capacity to meet projected ridership without considering the potential added demand that future energy shortfalls will have on transit use. Our experience during recent fuel shortages has shown that even modest shifts away from the automobile can strain public transportation systems beyond capacity. With the prospect of continuing tight energy supplies, the lack of a coherent, efficient, and cost-effective system of mass transportation makes the nation vulnerable to serious social and economic dislocations should fuels become short."

The administration now has the job of selling the program to Congress.

## NEW DOT SECRETARY SWORN IN

With the Senate on holiday, Neil Goldschmidt was sworn in on Aug 15 as Secretary of Transportation. The Senate must confirm his appointment after it returns from recess in September.

# ALAN BOYD TALKS ABOUT NEW CARS

## Excerpts from remarks by the president of Amtrak before the Graduate School of Banking, University of Wisconsin, Madison, Wisconsin, on August 13, 1979.

In the past few months we have experienced some very important gains in passenger ridership and in revenues. The demand is there and it is nationwide. It is driven by energy cost and restricted availability. The American traveling public is beginning to believe that the energy crisis is here to stay... and that the high cost is here to stay.

These routes and corridors with which Amtrak began were not Amtrak's property, but Amtrak was given the right to operate passenger service over them. As the years have gone by, they have become centers for intermodal services. With regular passenger trains serving hundreds of cities and towns, they have become the locale for auto, bus and sometimes airline transfer. One of the first major market development programs initiated by Amtrak was a joint project with the Greyhound Lines for rail/bus tours in Florida. Today we have an increasing number of these and we serve an increasing number of intermodal terminals in cities all over the country. This is a beginning.

It is my belief that our long-range planning must make use of our city center rail stations as hubs, or focal points, for all kinds of passenger travel. It is possible today in Washington, Boston, New York, Chicago, San Francisco and many other cities for a traveler to leave home on a city bus or subway, ride to an Amtrak terminal, travel by train to a destination and end his trip in public transport or with rent-a-car. It should be possible, as an alternative to the automobile, to go anywhere in the country on public and commercial transportation. Intermodal planning should coordinate the hundreds of existing and planned transportation systems into a reliable and smoothly functioning network. Today these systems are dependent upon each other, but they are not always structured for the benefit of the traveler.

The major airlines serve about 600 communities. Amtrak serves around 575 and intercity buses serve 15,000. Altho Amtrak itself serves only 575 communities on its mandated network, the total rail system reaches 45,000 communities. The existing potential for a greatly increased rail passenger system is tremendous. All together--rail, bus and airlines--there is the potential to create a strong and effective alternative network of public and commercial transportation.

As a result of the pressures on automobile travel, generally because of energy and environmental reasons, both amplified by soaring costs, the fundamental interests of each community are expressed in different ways. Where distance and time are important factors, the aircraft offers the best alternative and a commercial aircraft can deliver more passenger miles per gallon fuel than the average automobile (36.2 to 62.1 vs. 35 pm/g). Shorter trips may well be served by the intercity bus and train. Some people do not like to travel more than a few hours on buses, but the intercity bus can deliver up to eight times more passenger miles per gallon than the average automobile (287 to 35). The train is an excellent alternative to the automobile and the bus. It is more spacious; it can be more comfortable and trains are the safest and most energy efficient mode of transportation. Good train service can be very reliable and is less affected by weather than others.

With so much to offer, rail passenger travel has to get back into the good graces of transportation planners, but so often the most effective transportation planners and movers are those representing special interests. Such representatives cannot be expected to support broad, comprehensive policy, especially when such a policy may reduce the role of their favorite vehicle. As a result, whatever policy there has been is today in shambles.

National policies very often emerge from the pressures brought about by the conjunction of special interests. People who want things done, for various reasons, see that they get done. This means that public policy does not always serve--or truly represent--the public interest...

In the case of transportation... an understanding of the public interest is most important. Enormous numbers are involved: trillions of passenger miles, trillions of dollars, hundreds of millions of automobiles, etc. Such factors are all so massive, so entrenched, so set in their ways that our ability to change anything is hindered until these special interests are forced off of their position or are constrained until they find some alternative to their rigid self-interest position.



## 20,000 Amtrak trains could carry 28 million passengers and save more than 76 million gallons of gasoline per day.

In this national climate we have seen a steady and accelerating increase in the demand for rail travel. We are seeing the power of another pressure group --this time the public themselves--as it is applied to a transportation alternative.

The Office of Technology Assessment in Feb. 1979 reported that the national average rate of gasoline consumption of all automobiles in 1975 was 13.5 mpg. It reports that the 1985 objective for all automobiles is 19.4mpg. We can safely say that the present average is somewhere in between--for comparative purposes, let's use 17 mpg.

The U.S. DOT has reported, in 1977, that the average passenger load for automobiles in intercity travel was 2.2 passengers. Again, for comparative purposes, this would give us a reasonable 35 passenger miles per gallon figure for all automobiles in average intercity use.

In a most important sense, this figure of 35 pm/g ought to be made the base of a national energy conservation structure. Any vehicular operation for passenger transport below that figure should be transitioned out of the system, and any operation above that figure should be encouraged. The total gross savings in gasoline would be enormous. Aircraft fuel efficiency can be 36.2-62.1 pm/g for the Boeing 727 and 747 respectively, and intercity bus efficiency can be 287 pm/g. Both are, on that basis, superior to the average automobile.

At the same time, the energy effectiveness of a current model Amtrak train configured with one locomotive and 8 Amfleet cars, two of which are cafe cars, carrying 600 passengers, is 400 pm/g. A similar train with two locomotives, 18 cars, 3 of them cafe cars, and carrying 1400 passengers can produce 500 pm/g. The 8-car train can be 11.4 times more efficient than the average automobile and the 18-car train can be 17.5 times more efficient. These data are computed from the manufacturer's manual and are derived from standard conditions; therefore, even if operational exigencies cut these figures in half, we still would find that every train operated to carry hundreds of passengers provides an immediate and very significant fuel saving.

It is important to add that one of these 18-car trains with 1400 passengers could replace 636 automobiles on a crowded highway and that 636 automobiles traveling at 55mph would make up a line about 20 miles long. Think what ten trains, 100 trains or 1000 trains would mean in fuel conservation and highway decongestion all at one time. These are the kinds of figures transportation planners must be looking at today.

Does "one thousand trains" sound unreal? There used to be 20,000 passenger trains a day in this country when the population was half what it is today. In Germany today--an industrialized country with a very good road network, plenty of automobiles and good air service--there are nearly 20,000 passenger trains per day. As an example, what would 20,000 Amtrak trains carrying 1400 people provide in the way of gasoline savings? These trains could carry 28 million passengers and replace 12.7 million cars. At an average of 200 miles per day, they would save more than 76 million gallons of gasoline. If the trains ran one-half full, that would save 38 million gallons per day. This is a structured example, but it does give a reasonable idea of what can be done with a positive shift to rail travel.

Those of you who have noticed that Amtrak has increased its ridership by 10%, even 20% (in some places more), may not have known that these gains in

ridership have been made despite a limited, or fixed, capacity system. Amtrak had nearly as many marketable seats in 1971 as it has today and its equipment is getting older.

Amtrak is like a stadium. It has a fixed capacity. Once you get the stadium filled, or nearly filled, the potential for a percentage increase at each following game disappears. At the very time when the trains are doing better than ever, the chance to show a rate of increase is nearly foreclosed. Right now this is hurting our public image, because we cannot show in our ridership statistics the magnitude of the demand. For example, we had to turn down more than 750,000 firm requests for travel in May 1979. None of that shows up in revenues or in ridership data. This is important to a company which has to fight each year for the funds to survive.

One of the biggest problems facing Amtrak, therefore, is to get more cars, more seats to sell. This is a compound problem--we need the cars, but first of all, we must have an industry to manufacture them. There is no place in this country today where you can buy modern rail passenger cars off the shelf or from an up-to-date production schedule. When the railroads were planning to do away with rail passenger service, they stopped ordering passenger cars. As a result, very few cars were ordered and manufactured after the 1950s. For 20 years there have been no appreciable orders for rail passenger cars. Those once great companies which made a living designing, developing and building the best cars in the world have gone out of that business. Not long ago, Pullman Inc. announced it would no longer manufacture passenger cars. This is important, but even more important has been the demise of the sub-component manufacturing industry.

Those smaller companies which made the essential parts for railroad cars--the prime manufacturer is generally responsible only for about 50% of the total job--are the ones who do most of the research and development. They design better brakes, better air conditioners, better doors, better kitchens. They went out of business and all of that research and development went with them. We have lost a generation of improving technology.

My primary concern since I have come to Washington has been to explain to Congress and to the Administration that Amtrak must be given sufficient multi-year funding to make it possible to revitalize this important industry. I believe we have been successful and that we shall have these funds--at least enough for a start.

...I see a major new industrial rebirth of the rail passenger car manufacturing business just over the horizon. There is no reason why we should have to go overseas to find a good share of what we need for locomotive power, for passenger cars and for the thousand and one other items essential to our business. But that is what we have had to do since Amtrak began back in 1971.

We need a healthy industry here at home and it would benefit the balance of trade with the rest of the world if we were using our own dollars here and exporting rail passenger cars instead of importing them.

Alan Boyd. Amtrak photo.

On Sunday July 29 I was in the Amdinette of Amtrak's MONTREALER. Except for my traveling companion and a lone passenger at the table across the aisle, the dinette was empty but for two service attendants. The hour was 6:30pm and we were traveling northbound from Washington.

A man strolled into the dinette and sat down at the table with the passenger across from us. The man introduced himself as Alan Boyd. The next 45 minutes were both fascinating and distressing. We first noted that the passenger with whom Mr. Boyd was sitting appeared to have little knowledge of or interest in the state of rail travel. Yet Mr. Boyd, after finding himself unable to figure out certain symbols in Amtrak's national timetable, asked for the passenger's assistance in reading the schedule.

After about 20 minutes, Mr. Boyd crossed the aisle, introduced himself to us, and sat down. He wanted to know our opinion of Amtrak. We had a lot to say, but showed restraint. It came as a surprise to him that we reported service personnel on Amtrak's Western trains to be rude and discourteous. (We had recently taken a USA Railpass trip to Montana.) He "was led to believe that our Western train people are excellent" and that the "bad" people are on the Eastern trains. We suggested that there are "good" and "bad" individuals throughout the system and that Amtrak's problems are not limited to equipment shortages but extend to employee morale problems as well.

Finally, it was extremely distressing to hear Mr. Boyd remark, after being questioned by this writer, that he FAVORED the proposed system cutbacks--that is, the original 43%.

The overall impression gathered was that Mr. Boyd is not a strong advocate of Amtrak. Nor does he appear to possess particularly strong qualities of leadership, assertiveness, or imagination. Naturally, this is a first impression and I hope I will be proven wrong.

Perhaps the expectations versus the realities of Mr. Boyd may be compared to the events of that evening's journey on the MONTREALER from Washington to New York: When we first learned that Mr. Boyd was on board, we and the service attendants agreed that we'd "certainly be right on schedule tonight!" In actuality, we arrived in New York 45 minutes late. Now if the president of the company doesn't carry some weight, then who does?

--Jerome H. Kaplan, New York City

## AMTRAK RIDERSHIP FIGURES FOR MAY

| | | | |
|---|---|---|---|
| Metroliners | 152,774 | Washington-Montreal | 32,829 |
| NE Corr Conventional | 444,065 | NY-Florida | 66,857 |
| New Haven-Springfld | 29,357 | Chicago-NY/Washington | 23,116 |
| NY-Philadelphia | 203,276 | Chicago-Cincinnati/DC | 14,188 |
| Phila-Harrisburg | 88,361 | Kansas City-NY/DC | 21,333 |
| NY-Harrisburg | 17,723 | Chicago-Seattle (N) | 15,644 |
| NY-Buffalo/Detroit | 61,042 | Chicago-Seattle (S) | 17,594 |
| Chicago-St. Louis | 18,612 | Chicago-San Francisco | 30,895 |
| Chicago-Milwaukee | 27,795 | Chicago-Los Angeles | 30,943 |
| Chicago-Detroit | 49,554 | Chicago-Houston | 28,298 |
| Chicago-Carbondale | 14,442 | Chicago-New Orleans | 18,299 |
| Chicago-Quincy | 8,079 | Chicago-Florida | 14,167 |
| L.A.-San Diego | 149,230 | Chicago-Laredo | 18,118 |
| Seattle-Portland | 9,111 | L.A.-New Orleans | 11,724 |
| Seattle-Vancouver | 7,124 | L.A.-Seattle | 54,108 |
| Washington-Cincinnati | 5,323 | Chicago-NY/Boston | 26,047 |
| Washington-Martinsburg | 24,043 | Boston-Newport News | 51,132 |
| Oakland-Bakersfield | 13,300 | NY-Savannah | 40,526 |
| NY-Montreal | 10,057 | Seattle-Salt Lake | 17,304 |
| Chicago-Port Huron | 11,429 | Boston-Tri-State | 6,599 |
| Chicago-Dubuque | 5,024 | NY-New Orleans | 24,927 |
| St. Paul-Duluth | 8,318 | Special trains | 5,036 |

Amtrak released these figures as our last issue was going to press. (See last issue for Mar & Apr ridership.)

Total systemwide ridership for May was 1,928,323--an increase of 16.8% over May 1978. The NE Corridor total was 935,556--an increase of 6.3%. Short distance ridership increased by 30.1%; to 423,083. Long distance ridership was up 27.9%--to 564,648.

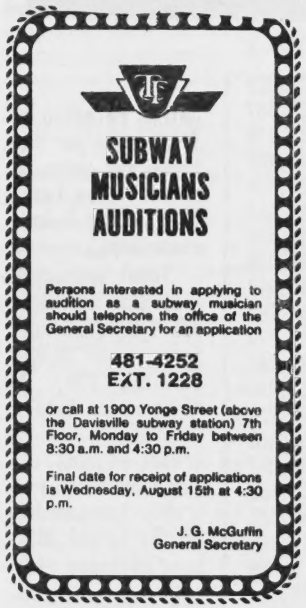
# RAIL CANADA

FORMER PRIME MINISTER John G. Diefenbaker, shortly before his 84th birthday, died in Ottawa on Aug 16. Following his own plan, his body was carried in a special train from Ottawa to Saskatoon, with brief stops in Sudbury, Winnipeg, and his home town of Prince Albert. The special VIA Rail train, with 8 cars including a special baggage car bearing the coffin, left Ottawa on Aug 19, after the funeral ceremonies. The train arrived in Saskatoon late on Aug 21 (at 10:20pm), where about 1000 persons lined up at the CN station to pay respects to Canada's 13th prime minister. The following morning the coffin was removed to the University of Saskatchewan campus, where Diefenbaker had been Chancellor until his death.

TRANSPORT 2000 PRESIDENT Harry Gow said of the former prime minister, "Transport 2000 members can breathe a prayerful 'thank you' to Dief, for his final decision. Whatever he did or did not do for railways, he rode them, something a good many people who try to run them from Ottawa don't do. Dief gave prestige to the railway by taking a largely VIA train to Saskatchewan for the last time, and he drew thousands of people to stations they had probably forgotten in many cases."

TRANSPORT CANADA OFFICIALS have proposed a "Via Rail Canada Act" which would pave the way for a drastic reduction in passenger train service. The main elements of the plan are: (1) to exempt VIA from CTC standards of frequency and quality of service; (2) to set, by regulation, criteria that would require the CTC to automatically discontinue passenger service; and (3) the first economic criterion would be that revenue must be 25% of costs.

NDP TRANSPORTATION CRITIC Les Benjamin on Aug 9 publicly criticized the above plan to cut back passenger train service and subsidies by 24%. At a press conference the Regina-West MP released copies of the internal study by Transport Canada (the Ministry of Transport) containing the recommendation, and urged the government to expand rather than reduce rail passenger service. "I was deeply disturbed to learn that the government is seriously considering reductions in service and the virtual abandonment of all intercity service outside the Windsor-Quebec City corridor" Benjamin said. He called upon Transport Minister Don Mazankowski to reject the study's conclusions "and reverse the government's drift towards mindless cutback policies which, in the long term, will cost us dearly."




TORONTO TRANSIT COMMISSION has been advertising in newspapers in August for subway musicians (see example at left).

TRANSPORT 2000 PRESIDENT Harry Gow is resigning his office after Sep 9, after 3 years, because of the press of other work activities. The consumer organization recently received a $10,000 annual grant to operate a complaint service for users of public transportation. T-2000 (address: Box 300, Terminal A, Ottawa, Ont. K1N 8V3) will accept complaints (or requests for help in retaining or improving service) on all bus and rail services in Canada, including U.S. services that go into Canada. It is important that transport users use this service in order that the grant can be continued.

CANADIAN RAIL SUPPORTERS should protest the Transport Ministry's plan to cut back rail travel services (mentioned in item 3 above) by writing to Hon. Mr. Don Mazankowski, Minister of Transport, House of Commons, Ottawa, Ont. (Letters from Canada can be sent postage-free.) Complain as a potentially affected individual, and if possible send copies of your correspondence to the consumer organization Transport 2000 Canada (see address above).

CANADIAN TRANSPORT COMMISSION has decided to terminate the up-to-now suspended Richmond-Lister-Quebec service rather than renew it. The Quebec government had sent the CTC a study that alleged that the train, if reinstated, would rob the bus lines of their meagre patronage.

THE E&N DAYLINERS on Vancouver Island experienced about a 100% ridership increase in the first 6 months of this year--about 29,000 versus 14,892 in 1978.

"QUEEN OF ALBERNI" ferry running Vancouver-Victoria on Aug 9 ran aground on a reef, damaging many vehicles aboard. 93 passengers and 21 crew escaped injury.



# URBAN-SUBURBAN TRANSIT

SOUTHERN PACIFIC COMMUTE trains will have fares cut 40% in September in a subsidy program of Caltrans and the two counties south of San Francisco (see newspaper ad at left). The line's ridership increased 47% in the year ended in May, thanks to earlier fare cuts, which are made in lieu of direct operating subsidies to SP. The railroad still wants to drop the service, and public hearings will be held in Palo Alto Sep 19, Burlingame Sep 26, San Jose Oct 3, and Sunnyvale Oct 10--all at 7pm at city halls. The state PUC in late Aug appealed an ICC law judge's ruling that the railroad is losing $11.6 million a year on the service.

WASHINGTON'S METRO SYSTEM begins Sunday service Sep 2, with a flat 50¢ weekend fare.

CONRAIL'S HUDSON, HARLEM and New Haven divisions have seen ridership jump over 10% in June, and will add 6000 rush hour seats on Sep 17.

ATLANTA'S MARTA SYSTEM will begin weekend operation on Sep 8, running its East Line 6am-8pm Sats and 8-8 Suns. Daily service hours are 5:30am-8pm. Four more of the system's French-built cars have been accepted, bringing the total to 24 and permitting the increased service.

WIDESPREAD TRANSIT STRIKES and labor disputes have plagued the public, trying to turn to public transit in record numbers. The BART system has been running most of the summer under continued threat of a walkout. It finally shut down on the evening of Aug 31 in a complicated labor dispute that has seen numerous suspensions of workers, charges and countercharges. BART said it's a battle to see who's running the system--workers or management. Golden Gate Transit ferries in San Francisco have been on strike since early July, and in late August succeeded in halting private operator Harbor Carriers that ran a substitute service to Sausalito. In Los Angeles, bus drivers began a strike Aug 27, resulting in clogged freeways. In Cleveland the RTA was hit by a 3-day strike starting Aug 24. The dispute is under arbitration as workers returned to their jobs.

THE CABLE CARS of San Francisco have been shut down 3 times this summer for repairs, including the entire month of June. A minor earthquake in August was blamed for misaligning a drive shaft that turns the cable car system.

CONRAIL HAS DISCONTINUED, effective Aug 20, an experimental Allentown-Bethlehem PA commuter service begun Jun 5.

# AMTRAK BOARD VOTES TO DISCONTINUE SIX ROUTES

Amtrak's Board of Directors met before TV cameras on Aug 29 and voted to take action on the route discontinuances and startups that the House and the Senate appear ready to vote into law when they return from recess.

Applying the route criteria specified by Congress, Amtrak came up with six trains it plans to cut out of the system on Oct 1. The six trains are: the FLORIDIAN, HILLTOPPER, LONE STAR, NATIONAL LIMITED, NORTH COAST HIAWATHA, and SAN JOAQUIN. No action was taken on two other trains--the CARDINAL and the SHENANDOAH. The CARDINAL would stay in the system according to the presently-worded Senate bill, and the House would keep the SHENANDOAH.

Amtrak voted also to merge the SILVER METEOR and the CHAMPION as far south as Jacksonville, where they would split. Amtrak said it retains the management prerogative of running the trains separately in peak travel periods.

The House and Senate bills both agreed on the formula for cutting routes: to remain in the system, a train must carry at least 150 passengers per train mile and incur a deficit of no more than 7¢ per passenger-mile. Applying these criteria, Amtrak came up with the following figures:

| | projected passenger miles per train-mile | projected avoidable loss per passenger-mile |
|---|---|---|
| NORTH COAST HIAWATHA | 140 | 7.9¢ |
| FLORIDIAN | 75 | 13.4¢ |
| NATIONAL LIMITED | 103 | 7.5¢ |
| LONE STAR | 102 | 11.1¢ |
| HILLTOPPER | 29 | 25.0¢ |
| SAN JOAQUIN | 58 | 15.0¢ |
| CARDINAL | 71 | 13.5¢ |
| SHENANDOAH | 26 | 25.7¢ |

The six route cuts would remove 5,097 miles from the Amtrak system, Amtrak said. The cases of the CARDINAL and SHENANDOAH will be discussed later, Amtrak indicated, when Congress has completed its legislative action.

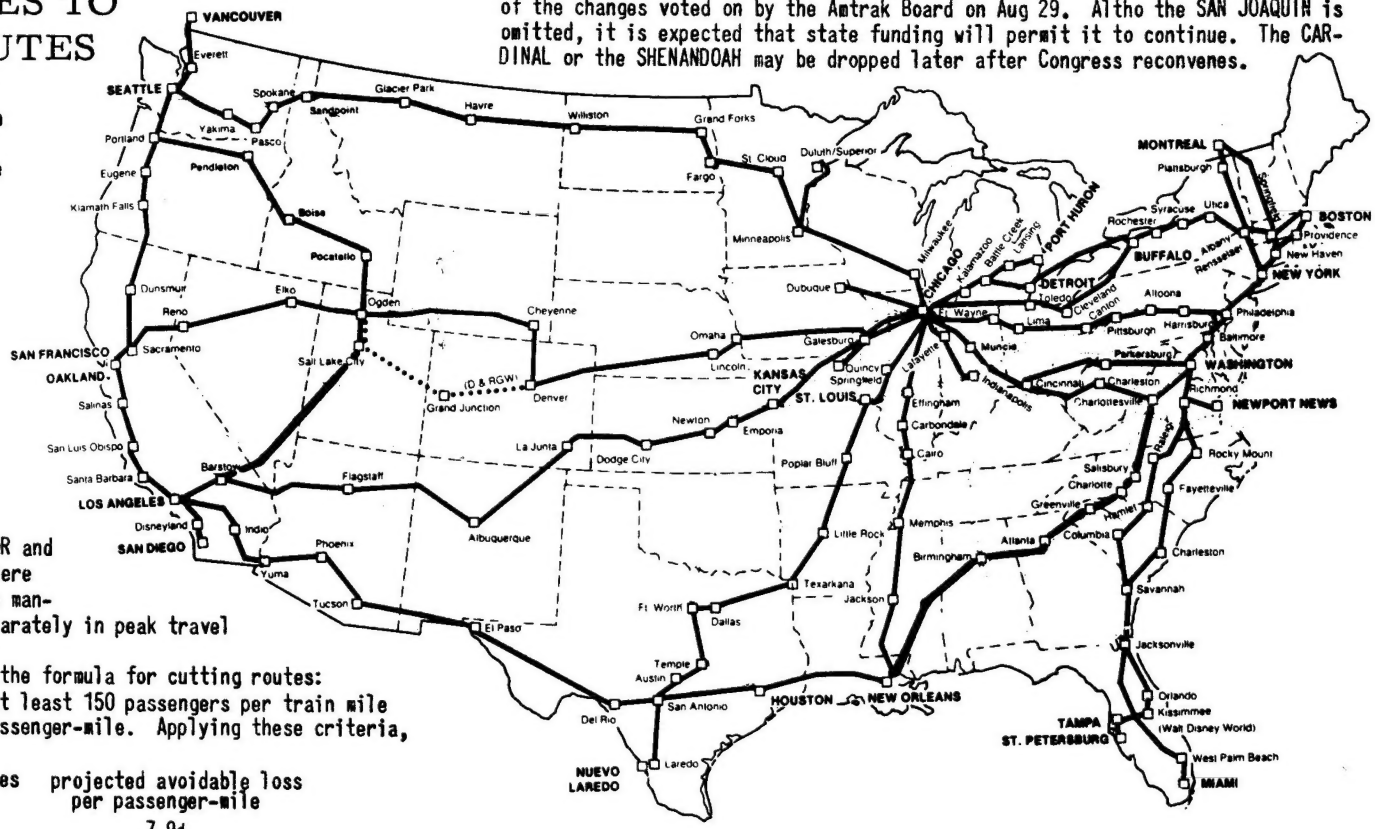
Besides cutting these routes, Amtrak said it will start a short-distance demonstration route between Chicago and Indianapolis--a plan given in the Senate bill. The Board voted $1.2 million for this purpose. The train will run between Chicago and Crawfordsville on the L&N and then on Conrail to Indianapolis. This train would be a partial substitute, evidently, for the lost FLORIDIAN.

Amtrak said it hopes to start up the new Las Vegas train sometime in October, probably Oct 28. The train will be numbered 35 and 36 and will be named the DESERT WIND. (Schedule and consist details for the train were given in our last issue.)

The Amtrak Board also voted to build a station at Borie, Wyoming, about 10 miles west of Cheyenne. The SAN FRANCISCO ZEPHYR will then bypass Cheyenne, reducing the



The map below shows what the Amtrak system would look like after implementation of the changes voted on by the Amtrak Board on Aug 29. Altho the SAN JOAQUIN is omitted, it is expected that state funding will permit it to continue. The CARDINAL or the SHENANDOAH may be dropped later after Congress reconvenes.




Denver-Cheyenne running time and saving $205,000 per year. Passengers will be bused to and from Cheyenne.

The PACIFIC INTERNATIONAL and MOUNT RAINIER will be combined into one train southbound, to leave Vancouver at 11:50am, reaching Seattle at 4:30pm and leaving for Portland at 4:45. This will break the southbound connection to the COAST STARLIGHT but is intended to generate more local traffic. The northbound runs will remain the same.

Amtrak will take over Conrail's Chicago-Valparaiso runs, the expected beginning date being Oct 1. The Chicago-Indianapolis run should also start on Oct 1.

The Amtrak cuts are to take place Oct 1, provided the legislation requiring them is completed by Congress by that time. Some trains that would have been dropped by the ridership and deficit criteria are being saved by the "regional balance" provision of the bill, introduced by Congressman Robert Duncan of Oregon. That provision saves the PIONEER and the INTER-AMERICAN.

The DOT plan had wanted Amtrak to restructure the SAN FRANCISCO ZEPHYR and SOUTHWEST LIMITED and the BROADWAY LIMITED and LAKE SHORE LIMITED. The two bills opposed this action, and Amtrak will keep them running on their present routes. Two other trains threatened earlier were saved--the CRESCENT and the MONTREALER.

Following the Board's action, Amtrak and the state of California verified that the state will take over partial support of the SAN JOAQUIN on a 403-b basis, to start Oct 1. The state indicated that it is asking Amtrak to begin operation of a second SAN JOAQUIN run, scheduled to leave San Francisco at 7:00am and to leave

Bakersfield at 3:55pm, with bus connections to Los Angeles. Amtrak said this new run should begin about Oct 28. The state also wants Amtrak to extend one of the SAN JOAQUIN runs to Los Angeles, and to negotiate with the unions to eliminate the double-crew expense on the train, which operates on two railroads.

## REACTIONS TO THE AMTRAK CUTS

The National Association of Railroad Passengers held a Washington press conference the day after the Amtrak Board meeting and criticized the Board's actions.

Said NARP: "The new Amtrak route structure would be just as political as the present one. Our association has consistently argued that there are only minor problems with the present route structure. The changes Amtrak proposes for Oct 1 would create rather than solve problems. The public interest is not served by killing the NORTH COAST HIAWATHA while saving the PIONEER--similarly it does not make sense to kill the LONE STAR while saving the INTER-AMERICAN. Loss of the LONE STAR would eliminate the possibility of providing marketable service to major Texas city pairs: Dallas-Houston, Dallas-Austin-San Antonio.

"Amtrak's management assumes it will lose over 75% of energy crisis-induced ridership. This is unnecessarily timid, and downplays the significance of gasoline price increases. Ridership continues to hold up long after gas lines have disappeared. Amtrak's decision not to introduce its USA Railpass again in September, normally one of the two lightest travel months, indicates management foresees the possibility that demand, which has soared far above supply during the summer, may not drop significantly. We do not believe Congress in considering the Amtrak authorization bills intended to kill such heavily-used trains as Amtrak plans, and we will be working in September to avert the proposed cutbacks."

NARP criticized Amtrak for assuming that the energy crisis would increase its ridership only 25% (that it would retain only 25% of the amount of increase it has seen as a result of the fuel situation). It's a "very timid assumption", NARP said, "and Amtrak management and its Board in rubber-stamping it took a spineless approach. Of course, Amtrak has every incentive to make the assumption timid, because this is their budget, and they don't want to be caught short."

The method by which Amtrak made its ridership projections came under NARP criticism: as a base period, Amtrak took April thru June, 1979 (the energy crisis hit around the middle of that period). It then looked at seasonal fluctuations for the period March 1978 thru March 1979, excluding April 1978. It examined three pairs of months: Apr 79 vs Mar 78; May 79 vs May 78; and Jun 79 vs Jun 78; and from them obtained a percentage of ridership increase from 1978 to 1979. Then it took the above seasonal fluctuation pattern and applied the percentage of increase to it. Finally, it took the year ended March 79 and adjusted the ridership figures from it, using the adjusted seasonal fluctuation pattern, and making the assumption that only 25% of the energy crisis-induced ridership would be retained. NARP questioned the assumption that the historical fluctuations will continue: "In the summer the demand was way above the supply. In September, the demand will drop to roughly equal the supply, and actual ridership may not be affected that much", reasoned NARP.

"There is no question that the NORTH COAST HIAWATHA, the NATIONAL LIMITED, and the LONE STAR should be kept, and the FLORIDIAN re-routed", said NARP. The rail lobby organization decried the fact that the NORTH COAST HIAWATHA would be dropped even when its projections are twice as large as the PIONEER's.

Before the Amtrak Board meeting, NARP President John R. Martin wrote to each Amtrak Board member, urging him not to become "part of the massive 'empty-trains' hoax" and propose the discontinuance of trains that people need and are using heavily." Said Martin: "Two key factors behind the narrow defeat of the route freeze in the House were (1) an intense lobbying effort by Amtrak management against the freeze, and (2) the general--but false--impression fostered by many



freeze opponents that the trains being voted down were not heavily used... Your management continues to do what it can to hide the fact that these trains are heavily used, but an increasing number of legislators are aware of the facts."

Martin presented some "conservative estimates" of passengers aboard threatened trains at key points (based on average coach seats reserved the first two weeks of August): CHAMPION (Hamlet-Columbia) 261; NATIONAL LIMITED (Dayton-Richmond) 208; NORTH COAST HIAWATHA (Glendive-Miles City) 202; LONE STAR (Oklahoma City-Guthrie) 180; FLORIDIAN (Montgomery-Birmingham) 157.

# Mixed Train of Thoughts

THE KENTUCKY ASSOCIATION of Railroad Passengers (Box 17091, Louisville 40217) is handing out flyers on the FLORIDIAN advising passengers that the train is to be discontinued Oct 1 and that they should complain to their Congressmen, Senators, President Carter, the governor, and the local news media. The flyer points out that in April the train's ridership was 14,999--while the number of seats available on it was 13,800. Another part of the "empty-train hoax".....

AMTRAK'S FOOD SERVICE is being upgraded for first class passengers on Metroliners, Turboliners and Amfleet trains, Amtrak announced late in August. Effective Aug 24, new menus were to be introduced in the NE Corridor, and in the first week of September elsewhere. Amtrak said it's taking a new approach to procuring meals--instead of purchasing standard tray meals, the company will create its own menus and seek vendors who will prepare them to Amtrak's specifications. Amtrak said that to ensure that frequent rail travelers are exposed to varied food offerings, menus will be rotated in 2-week cycles on short distance trains and in 4-week cycles on long distance trains. And menus will be completely revised every six months. Amtrak said snack items will be upgraded in the near future.....

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MIDWESTERN GOVERNORS' CONFERENCE in Missouri in late August approved a resolution asking Congress to reassess the importance of rail passenger transportation and to provide adequate funding for all present Amtrak routes for at least one more year. Rail supporters are still working on such a systemwide freeze, and NARP says that supporters should at this time write their Congressmen and urge them to go back to their committees and inject the idea of the inconsistency of cutting train service in these energy shortage times, and especially when Amtrak must turn away as many people as it is able to presently carry.....

THE SAN JOAQUIN'S ridership jumped an estimated 15% because of the schedule change on July 29, Amtrak said. Before that, ridership was up 30% because of the energy crisis, so overall patronage is now 45% higher than before the crisis. The train is running four Amfleet cars on weekends, and the regular three on weekdays. Amtrak said the addition of a fourth car is "very expensive" because an extra brakeman must be added too. The most noticeable change in rider patterns from the flip-flopped schedule is a great increase in passengers coming into San Francisco from the Valley--three transfer buses are needed on some days.....

ELEVEN CONSECUTIVE MEALS in the same dining car is what reader Robert Underwood reports from a recent trip to the West on the NORTH COAST HIAWATHA and back on the EMPIRE BUILDER, both of which included in their consist diner 8047. He says the food and the crews were both great. Later, on the NATIONAL LIMITED, he found the train constantly losing time eastbound. Lunch was served coming into New York--not normally done, but the train was running late. Kansas City sources report that the NATIONAL is sold out there on most days. It would be a crime

against humanity to discontinue that train. The state of Missouri wants to run it as a 403-b operation between Kansas City and St. Louis if it is dropped, but NARP told us they believe the state would probably lose its shirt on such an operation because it isn't fast enough for a competitive short distance run, and most of the long distance traffic would have been lost. NARP isn't too hopeful about the prospects of the experimental Chicago-Indianapolis train either--Greyhound can probably make the run faster, unless L&N tracks are improved.....

* * *

AMTRAK'S PEORIA SERVICE could start up in November, according to the president of the Toledo, Peoria & Western Railroad, whose tracks will be used.....

MEXICAN NATIONAL RAILWAYS is investing 26 billion pesos for track improvement and purchase of new locomotives. First line to be upgraded will be Mexico City-Veracruz. At a July conference an expert told Mexican railroaders that their lines should be electrified as a means of saving fuel.....

THE PENNSYLVANIA DOT has been requested to study the feasibility of operating a rail commuter service between Harrisburg and Williamsport.....

STATE OF CALIFORNIA is pressing for the initiation of rail commuter service between Los Angeles and Oxnard, over part of the route of the COAST STARLIGHT. Caltrans is urging the state Public Utilities Commission to order the service to begin, with a decision hoped for by October. The Southern Pacific was predictably opposed to the plan. L.A. County supervisor Baxter Ward wants to use the EL CAMINO equipment he got his county to purchase several years ago, and which now sits idle, into two 4-car trainsets for use on the proposed service. Caltrans indicated in an Aug 1 meeting that it could put $4 million into a first-year subsidy for the runs.....

* * *

WHEN THE "CANADIAN" shifts to the CN Vancouver station on Oct 28, both it and the SUPER CONTINENTAL will run along the CP line from Coquitlam to Mission City, where the SUPER will return to CN rails on the opposite bank of the Fraser River. Preliminary Vancouver arrival and departure times respectively for the CANADIAN are 11:35am and 3:25pm, and for the SUPER CONTINENTAL 1:15pm and 1:40pm. The re-routing will eliminate the present SUPER flag stop at Flort Langley B.C., and VIA has also said it will not serve the CN-Amtrak station at New Westminster, since the re-route will leave the joint BN-CN track about ½-mile short of the depot.....

THE FRASER RIVER railroad bridge at New Westminster, B.C., struck by a vessel and damaged for the second time in 4 years on Jul 29, was opened to traffic Aug 9, several weeks ahead of schedule, and the PACIFIC INTERNATIONAL resumed its operation on Aug 10 or 13 (we have conflicting reports), using Superliner cars.....

* * *

THE RIO GRANDE Railroad plans to sell its Durango-Silverton narrow gauge line to Charles E. Bradshaw, Jr., of Orlando FL, according to a joint news release received in mid-August. A contract for the sale was signed in early July, but the sale must be approved by regulatory agencies. The new owner will be known as the Durango-Silverton Narrow Gauge Railroad Co. Bradshaw, president and chief executive offier of the company, is a leading citrus grower in Florida. He promises to upgrade service and extend the length of the operating season, opening in the first weekend of May next year and continuing 45 to 60 days beyond the regular shutdown in early October. More details on this matter later.....

TWO COLORADO HOTELS, the Hotel Colorado and the Denver Hotel in Glenwood Springs, are offering tours from Salt Lake City on the RIO GRANDE ZEPHYR. Included are 3 days and 2 nights at the hotels, 20% meal discounts, and optional activities.....

ELECTRIFYING CONVENTIONAL EQUIPMENT will apparently go ahead at Amtrak. Amtrak's Clark Tyler said in early August "Our plan is, within the next 18 months or so, to upgrade all conventional cars to electric heat and air conditioning, and to replace many operating components with standard systems to reduce breakdowns, simplify maintenance and provide greater reliability." Amtrak's Hi-level transition

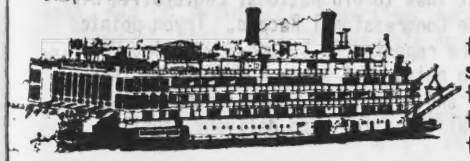


cars are being sent for electrical conversion, presumably solving the problem of how to operate baggage cars on Superliner trains (see last issue, p. 16). Step-down coach 9916 was reportedly the first to be sent for the HEP conversion.....

AMTRAK'S TENTATIVE SCHEDULES for the Florida trains, effective Oct 1 if the SILVER METEOR and CHAMPION are combined, show the METEOR leaving NY at 4:15pm, Washington 8:35pm, Richmond 10:55pm, Rocky Mount 12:45am, Jacksonville 9:55am, with St. Petersburg arrival 5:55pm. The Miami section leaves Jacksonville 9:50am, arriving Miami also at 5:55pm. Northbound, Miami departure is 9:55am (10am departure from St. Pete for the other section), leaving Jacksonville at 5:45pm, Rocky Mount 2:30am, and arrival at Richmond 4:50am, Washington 7:15am, NY 11:55am. The SILVER STAR would leave NY at 9:15am, Washington 1:45pm, Richmond 4:15pm, Jacksonville 4:38am, with arrival at St. Pete at 12:38pm. The Miami section leaves Winter Haven at 9:52am and arrives at Miami at 2:08pm. Northbound, the STAR leaves Miami at 2pm, reaching Winter Haven at 5:55pm. The other section leaves St. Pete 3:40pm, Jacksonville 11:09pm, arriving Richmond at 12:18pm, Washington 2:50pm, NY 7:50pm. The schedule of the PALMETTO would remain unchanged. The two Florida trains would each run 17 cars, for a 20% reduction in seat capacity NY-Florida.....

* * *

THE PROPOSED SCHEDULES for the PIONEER published here last issue were printed correctly from an internal Amtrak document, and represented Amtrak's Marketing Department's proposal. It's not too likely that they will be adopted in exactly the form they were given..... DEPARTMENT OF CORRECTIONS: On page 12 of last issue, the place where the SOUTHWEST LIMITED is given an extra engine should be La Junta, not Lamar..... THE STEAM-POWERED Wolfeboro Railroad in New Hampshire has suspended operations for unknown reasons.....



WHEN PRESIDENT CARTER rode a Metroliner for the first time on Aug 7 (see last issue), he got a lot of publicity. Maybe that inspired him to try some other elegant travel also. He and his family cruised from St. Paul to St. Louis on the steamboat "Delta Queen" from Aug 17-24, plugging his energy plan as he went. When he returned to Washington he did not use the NATIONAL LIMITED, we noticed.....

TRAILWAYS BUS COMPANY, owned by Holiday Inns, is being sold to an investment group that consists of Gibbons, Green, Van Amerongen Ltd. and James L. Kerrigan, former head of Greyhound. Kerrigan will be chairman and chief executive officer of Trailways. Purchase price was $100 million. A New York Times article by Douglas Kneeland (Aug 26) describes a bus trip from Chicago to Seattle along the route of the NORTH COAST HIAWATHA (see QUOTES, p. 19). The author notes that bus ridership interstate is up about 14% this year.....

* * *

THE FLORIDIAN CONSIST that left Florida on Aug 1 ran 10 hours, 15 minutes late due to a washout on the L&N after a foot of rain in Kentucky. And the two NATIONAL LIMITEDS that left on Aug 20 were delayed by flooding. Collier Dam burst and flooded Conrail tracks at Collier WV on Aug 21, 36 miles west of Pittsburgh, causing the westbound train to return from 8 miles west of Pittsburgh and detour from Pittsburgh to Mingo Junction via the main line to Rochester, then on the Bayard Branch to Yellow Creek, then the River Branch to Mingo Junction. Both trains were expecting a 3-hour delay.....

STEAM ENGINE 2101, the ex-Reading 4-8-4 that helped pover the American Freedom train and the Chessie Steam Specials is being dedicated on Sep 3 as a permanent exhibit at the B&O Railroad Museum in Baltimore. The 110-foot locomotive is the 25th working engine to joing the museum collection.....

LOS ANGELES-SAN DIEGO train ridership continues to climb. In July there were 121,361 revenue passengers--a 46.3% increase over 1978, in preliminary counts. From mid-August thru Sep 12 SAN DIEGAN 779 adds a San Clemente stop at 8:40pm daily except Tuesdays for rack track patrons returning from Tijuana, Mexico.....

FORMER TRANSPORTATION SECRETARY Brock Adams and his deputy secretary Alan Butchman will join the Washington DC law firm of Honger, Garvey & Schubert about Sep 15..... UNION PACIFIC RAILROAD was hit by a 13-hour wildcat strike on Aug 13. Federal judges ordered the strikers back to work.....

STATE OF CALIFORNIA is going ahead with its suit to block the Amtrak cutbacks. We have no word yet about a hearing date. A citizens group in Oklahoma City has filed suit against DOT to save the LONE STAR, arguing that they were disenfranchised by not being able to participate in the ICC hearings last summer--the train was not listed to be cut in the original plan at that time. The DOT has received a time extension to prepare its response to the state of Texas' lawsuit.....

INTERSTATE COMMERCE COMMITTEE reportedly no longer has authority to enforce its adequacy of service rulings against Amtrak.....

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CARTER-TRAIN CARTOONS continue to appear, even after he rode a train and called them "the future" in American transportation. A Los Angeles Herald Examiner cartoon of Aug 8 shows Jimmy and Rosalynn Carter riding with two transients in a B&O box car. Rosalynn says angrily, "The next time you plan a whistle-stop campaign trip, do it before you cut passenger train service." And a Chicago Tribune cartoon by Stayskall has two people in an auto waiting while an Amtrak train passes. The conversation goes: "The president said he's all for railroads!" "Good! But I'm always amazed when Amtrak goes by here!" "Why?" "The tracks are two miles farther north!" The New Yorker magazine of Aug 27 pictures a rider in an Amcoach sitting back thinking "Amthoughts".....

A NATIONAL LIMITED conductor, Victor V. Tryon, compiled his own ridership figures for the train for this summer and sent them to UTU National Legislative Director Jim Snyder. They were printed in the Congressional Record. Tryon pointed out that the train has more riders than were reported to Congress when the DOT cutback plan was being considered. He also noted that since the train is the only one that delivers Amtrak equipment to and from Beech Grove, dropping the train would require that Amtrak make special trips for such delivery, costing about $4000 each.....

CITIZENS FOR RAIL CALIFORNIA will hold a conference in San Luis Obispo on Oct 12-14. For info, contact Carl H. Schiermeyer, 3633 Colorado St, Long Beach 90814..

EMPIRE SERVICE TRAINS that terminate in Albany-Rensselaer would be extended to Schenectady under negotiations going on between Amtrak and New York State.....

FIRST REBUILT FL9 locomotive from Morrison-Knudsen arrived in New York Aug 8 on train 64, the NIAGARA RAINBOW. The engine had been Amtrak #242, PC 5029, and NH 2029..... INSTITUTING COMMUTER SERVICE on the Canal Line between New Haven CT and Northampton MA was the subject of a press conference in Cheshire CT on Aug 6. Government and chamber of commerce officials supported the idea.....

EASTBOUND SOUTHWEST LIMITED at Kansas City Aug 24 was running almost 4 hours late, and 100 people missed their connection with the NATIONAL LIMITED there.....

SUPERLINER SLEEPING CAR has been delivered to Amtrak, but acceptance won't be until at least late September, due to problems with the car. As of Aug 20, Amtrak had been delivered 3 diners from Pullman-Standard. Amtrak seems determined to convert the EMPIRE BUILDER to Superliner operation Oct 28, and if a sleeper is not accepted by then it may use a converted one, or a conventional one with steam car...

News in this issue is updated thru August 31, 1979.

## LATE BOOK NEWS:

Just before going to press, we received a copy of the new book INTERURBANS WITHOUT WIRES by Edmund Keilty, publication date Sep 1. It's the story of the rail motorcar in the U.S.--those gasoline-powered railcars that preceded the Budd RDC. This is a magnificent, highly-recommended book, of the quality one expects from publisher Interurbans (Box 6444, Glendale CA 91205). Hardbound, 198 pages, $23.95 ($1.25 post).



# CARS & CONSISTS

*FLORIDIAN, train 57, Decatur Aug 9: engine 611; cars 1412, 2533 "Oriole", dome 9561, 4594, 8331, 3323, 4420, 5017 "Silver Cinch".

*Union Pacific Family Day cars at Salt Lake City Aug 7: 110, 300, 4808, 5779, 5000, 5482, 5483, 5484, 5473, 5480, 5475, 5474, 5472, 5468.

*LAKE SHORE LIMITED, train 48, Albany-NY Aug 3: engines 297, 446; cars 1107, 2025 "Loch Leven", 2553 "Central Park", 8800-8801, 3301, 5407, 6066, 5640, 3812, 1604 "Washington City", 3817. Train 448, Albany-Boston, same: engines 298, 434, 435; cars 1605 "Fairfield City", 3326 "Betsy Ross Club", 5677, 5670, 2561 "Lincoln Park", 1245, Amcoach number unknown (occupied).

*SOUTHWEST LIMITED, train 3, Kansas City Aug 6: engines 535, 512; cars 1232 (on at K.C.), 1229, 9993, 9927, 9950, 9948, 9932, 9973, 9981, 9904, 2762 "Palm View", 2153 "Silver Iris", 2758 "Palm Stream", dome obs 9251 "Silver Penthouse".

*NATIONAL LIMITED, train 30, Kansas City Aug 5: engines 314, 261; cars 1372, 1238, 2911, 20232, 21859, 21812, 21820, 21804, (deadheads to Indianapolis:) 1302, 4569, 1087, (deadheads to St. Louis:) track cars 10002, 10001.

*SAN FRANCISCO ZEPHYR, train 6, Denver Aug 25: engines 505, 716 (P30); (off at Denver: 629, 623, UP 951); cars SR 1022, 1080, 1573, 4520, 5680, 4828, 4825, 4811, 3339, 8092, 2755 "Palm Lore", 2606 "Pacific Command", 2213 "Indian Flute", 1239.

*PACIFIC INTERNATIONAL, train 794, Seattle Jul 24: engine 218; cars 21195, 20052, 21197, 10605 buffer car (ex-5233), Superliner 34041 on clearance test. Same, Aug 19: engine 227; Superliner cars 34016, 34015, 34042.

*EMBASSY, train 184, Philadelphia Aug 20: engine 965 (E60); cars 21056, 21244, 21071, 20139 Amcafe.

*NORTH COAST HIAWATHA, train 18, Seattle Aug 15: engines 244, 288, heater car 675; cars 1256, 1116, 2152 "Silver Hyacinth" (as dorm), 5681, dome 9466, 5678, 5429, 5665, 8047, 2656 "Silver Crag", 2673 "Silver Boulder", 2380 dome obs 9310.

## QUOTES OF THE WEEK***

"There's no question that long (bus) rides are uncomfortable, but up to 250 miles you can't beat it. The guy who rides from Boston to Bangor thinks it's the greatest thing since white bread, but the guy who tries to go from New York to Los Angeles says, 'Who needs this?'"

--Greyhound chairman Frank L. Nageotte, quoted in New York Times, Aug 26.

## SLIP OF THE MONTH CLUB***

"The U.S. shore of the (Amtrak) matching funds would be 80 percent the first year, 65 percent the second year and 50 percent thereafter. But Rep Michael D. Barnes (D-Md.) said separate legislation will be offered this year to keep the federal share at 80 percent, which Barnes said is consistent with the 80-26 matching arrangement for highway construction."

--Washington Post, July 26.

(The extra 6% is for the Mafia.)

"BART to Run Normally Today."

--Headline in San Francisco Chronicle, Aug 6.

(How can you tell?)

"A rapid transit system would reduce the amount of car traffic on Greater Vancouver streets and thereby substitute the use of oil for electricity."

--Vancouver (B.C.) Sun, Aug 8.

(No, no, that's the wrong way around.)

# RAIL FANTRIPS

Sep 7-9 & 21-23: Reno Funspree 1979--two weekend trips Oakland CA-Reno NV with private lounge car ex-UP 6102 on SFZ. Incl hotel & gambling package. $135 single ea. Cascade Rail Tours, 1740 Santa Cruz Ave, Menlo Park CA 94025. 415-321-6240.

Oct 2: Special car on SUNSET LTD lv L.A. to New Orleans for Amer. Assn Private Car Owners convention. Occupy car in N.O., lv for return Oct 8. $350 & up. Sections avail. Cascade Rail Tours, 1740 Santa Cruz Ave, Menlo Park CA 94025. 415-321-6240.

Sep 8: Fall riverboat cruise season San Francisco-Sacramento opens. 27 cruises available. Delta Travel, Box 813, West Sacramento CA 95691. 916-371-6711.

Sep 29: Autumn foliage & steam. Montreal-Ottawa-Portage du Fort-Pembroke RT with CP 1201 & 5 cars in orig. red & gold. Limit 300 psgrs. $30 ($20 from Ottawa). St. Lawrence Valley Rwy Soc., Box 400, Cote des Neiges, Montreal H3S 2S7, Canada.

Sep 30: White River Ltd, NY (Penn Sta)-White River Jct RT. Amtrak special, lv NY 8:05am. $43. ($120 for limited capacity private cars.) Tri-State Rwy Hist. Soc., PO Box 255, Dover NJ 07801. 201-766-2163 days, 201-227-2691 evenings.

Oct 5-7: Hogtrain Little Rock-Ft. Worth RT. $115 incl fare, hotel, breakfast, football ticket, bus transfers, one breakfast. Limit 250 psgrs. Send full fare to: Hog Train Inc, 8615 Chicot Rd, Little Rock AR 72209. Phone 565-6656.

Oct 13: Foliage train Boston MA-Bellows Falls VT RT, on B&M Conn. River line. Runbys, optional Steamtown excursion. $34.95 adult. Mass. Bay RR Enthusiasts Inc., Box 136, Dept F, Ward Hill MA 01830. Phone 617-247-0382 8am-10pm.

Oct 13-14: Foliage trip Montreal-Edmundston, N.B. RT, overnight at Howard Johnson Inn in Edmundston. $75 double, $85 single. Limit 200 psgrs. St. Lawrence Valley Rwy Society, Box 400, Cote des Neiges, Montreal H3S 2S7, Canada, or at Central Sta

One Rail Fantrips listing is free. Send full info to: Rail Travel News, Fantrips Dept., PO Box 9007, Berkeley CA 94709.

# TRACK·4

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# BOOKS

Just published on Aug 23 is a book titled "TICKETS, PLEASE..." ALL ABOUT CALIFORNIA RAILROADS, written by Dolan Eargle Jr. of San Francisco and published by California Living Books, a division of the Hearst Corp., Suite 223 The Hearst Bldg., 3rd & Market Sts, San Francisco CA 94103. The 8 1/4 x 10 3/4 softbound book, 160 pages, sells for $8.95.

The book has two sections: a history of California railroads, and a section organized by geographical area on where to find railroads to ride, all the way from Amtrak and transit lines down to the tiniest amusement park steamer. Former stations converted to restaurants are also listed.

Valuable for the died-in-the-wool rail buff are the locations, telephone numbers and rosters of the museums and small lines, but overall the book is disappointing for its lack of detail. The breezy, glossing-over-details writing style combined with the fact that only about half of each page is used for print and pictures, leaves one with the impression that much more could and should have been said. Many nice photos are frustratingly unidentified.


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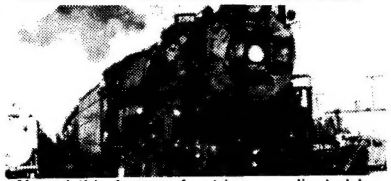

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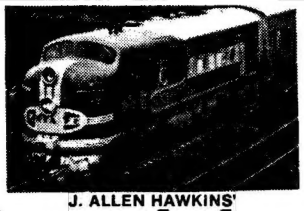

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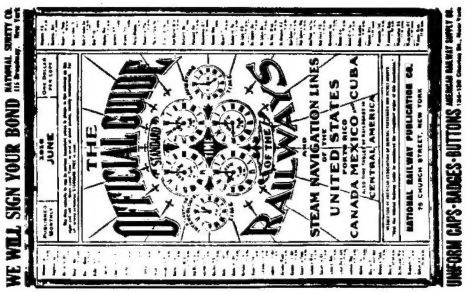


**THE ORIGINAL ISSUE** was 1,640 pages long, incorporating railroad and steamship listings. This GUIDE reflects the prosperity of the railroads at the time and their pre-war extravagance. Many railroads carried their own station indices. Graphic decorations adorn many listings, which were oriented toward selling rail travel. (Just a few years later the government, then controlling the railroads, required them to remove these indices, eliminate "puffing advertising," and drop unnecessary ornamentation to save paper.) Railroads were slow to replace it after the war, thus the 1916 issue represents a pre-World War I highpoint in timetable-making and the advertising man's art. June was also the month that the railroad plant, measured by its mileage, reached a peak that it would never again attain. The contents of the GUIDE, described in a contemporary advertisement, included:

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